

Appendix 4: Responses to issues raised – Autumn 2023 consultation

Introduction

- 1.1. Table 1 below provides responses to the main issues raised by respondents to the consultation on draft final proposals for the Mildmay Liveable Neighbourhood project, held in Autumn 2023. It also notes where the proposals have been adjusted in response to feedback received to maximise the benefits of the project, and explains mitigations to concerns some respondents raised.
- 1.2. A full description of the finalised project concept designs, including adjustments made in response to issues raised in the autumn 2023 public consultation, can be found in Appendix 1.

Table 1: Response to issues raised in public consultation

Issue raised	Response to issue raised
Ferntower Road / Newington Green walking, wheeling and cycling improvements scheme	
<p>The proposed Newington Green cycleway is not the best option for an east-west route through the area, as it runs through the Ferntower Road public space</p>	<p>The council's proposed improvements for walking, wheeling and cycling at Newington Green will include providing a protected cycle route across the busy A-roads at Newington Green, providing a safer option for people, regardless of ability or confidence, to cycle to and from Newington Green, the Mildmay area, and beyond. The scheme will provide a fully protected route, enabling less experienced and less confident people cycling to safely and legally travel to Newington Green and cross it east-west. This includes children and parents travelling to local primary schools, older children travelling independently to secondary schools and further education and social opportunities, and adults of all abilities undertaking local journeys.</p> <p>A number of alternative alignments were investigated by the council at feasibility stage. These were found to be unsuitable as either they would require people to cycle on busy sections of A-road at Newington Green, Newington Green Road and/or Green Lanes where there is not enough space to separate people cycling from traffic, or they would be too far south to provide a direct or convenient enough route to use.</p> <p>On balance, the Mildmay Road to Ferntower Road alignment is considered the most suitable to meet the objectives of creating a safe, high quality link connecting the important local centre of Newington Green with residents to the west and east of the green, and to connect in with the wider cycle network. This alignment provides a direct and legible connection across the Mildmay area and into the wider cycle network for local and longer distance journeys to be made by cycle. The scheme connects the Green Lanes cycleway (which links Mildmay to Clissold Park, Finsbury Park, and Haringey Green Lanes) with the key local centre at Newington Green, and across towards the Cycleway 1 cycleway which links Stoke Newington, Tottenham and Enfield (northbound) with Hoxton and the City (southbound). It also connects with the newly constructed Cycleway 23 cycle route heading east from the Mildmay area towards Dalston, Clapton and Lea Bridge Road, and Epping Forest.</p>
<p>The proposed Newington Green cycleway</p>	<p>The proposed cycleway is designed to standards set out in LTN 1/20, statutory guidance from the Department for Transport. This guidance sets out the importance of distinct segregated space between pavements and cycleways, to benefit pedestrian safety and minimise conflict with people cycling. The proposed design achieves this by</p>

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<p>will reduce accessibility for disabled people navigating the pedestrian crossings around Newington Green</p>	<p>ensuring cycles are separated from pedestrians, with cycles given a distinct path throughout the entire scheme extents, including alongside the Newington Green gyratory, on crossings over all roads, and across the Ferntower Road public space. By adhering to this design guidance, the proposals also ensure that the pedestrian spaces and crossings within the scheme are fully navigable and safe for disabled pedestrians, and the cycle route is fully accessible to disabled people cycling.</p> <p>Blister tactile paving will be refreshed across the scheme extents, with new tactile paving constructed to meet design standards at all zebra, parallel, and informal crossings within the scheme, to ensure pedestrian crossing points are clearly marked and are fully accessible.</p> <p>The cycle path also contains a number of bends in the design to slow down people cycling, and its width is narrowed within acceptable limits to slow speeds, whilst still enabling disabled people to navigate the route comfortably by cycle (such as with an adapted tricycle, or other cycling mobility aid).</p> <p>The potential positive and negative impacts from the scheme are addressed in the Equalities Impact Assessment (EqIA). This is summarised in the main report to which this document is appended, and can be found in full at Appendix 5.</p>
<p>The proposed cycle path will dominate the space at Ferntower Road, taking away pedestrian space and outdoor seating and damaging the amenity of the space</p>	<p>The Newington Green/Ferntower Road public space has been redesigned to reposition the cycle path to its southern edge, instead of through the middle of the space. This is to minimise its impact within the public space, and to ensure the overall space is not dominated by people cycling.</p> <p>The new design for the space also improves on the consultation design by enhancing the pedestrian, social, and outdoor dining amenity within the space for all users, and by better balancing the needs of people walking and wheeling, people cycling, people using the social space and people dining outdoors.</p> <p>This redesign will entail the relocation of two of the existing steel planters, and installation of additional public seating on their edges. The outdoor licensed dining capacity for the Number 60 and Tranga restaurants will also be maintained, with some table locations adjusted to better fit within the space. The cycle path will be curved to slow down people cycling, and constructed with sensitive material choices to ensure the cycle path is visible while tying in aesthetically within the space. There will be tactile crossings at three points for people walking and wheeling to</p>

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	easily cross over the cycle path. Some car parking on the north side of Ferntower Road will also be converted to a dedicated loading bay for use by businesses in the area.
The proposed cycle path will encourage mopeds / motorcycles to use the Ferntower Road space as a cut-through route	The council will closely monitor the scheme after implementation. If issues emerge with motorcycles / mopeds routinely cutting through the space between Newington Green and Ferntower Road illegally, the council may take enforcement action as necessary against any illegal use of the cycle route, including in liaison with the police.
Traffic filters and school streets schemes	
The traffic filters will cause an increase in traffic and air pollution on roads surrounding the scheme area	<p>A key objective of the Mildmay Liveable Neighbourhood project is to reduce the overall number of trips made by motor vehicle. The scheme aims to encourage those who do not need to drive to choose a different way to travel for more of their journeys, especially for short trips, and to incentivise people to choose to walk, wheel, cycle and take public transport where possible. For some journeys, traffic filtering of the area will mean that these forms of transport become more convenient than driving. The other project measures also contribute to this objective by providing safer and more convenient facilities for people to walk, wheel and cycle more journeys and to access public transport. This is expected to lead to some car trips being replaced by walking, wheeling, cycling or public transport, rather than all car traffic currently driving through the project area being simply displaced to the boundary roads around the area.</p> <p>Monitoring of existing Islington traffic filtering schemes has found that changes in traffic volumes on boundary roads are, on average, insignificant (as noted in the January 2023 Executive report on People-friendly streets). Independent London-wide research by the University of Westminster has also found that such “<i>schemes are only marginally associated with change in traffic volume on boundary roads</i>”. As changes in traffic volumes on boundary roads can vary, in order to understand the impact of this scheme in Mildmay, the traffic filters will be introduced as</p>

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	<p>an experimental trial and monitored to understand what impact they have on traffic on streets within and around the area, to inform a decision on whether to make the scheme permanent, amend or remove it by the end of the trial period.</p> <p>Air pollution is routinely monitored across the entire borough, with the results set out in annual reports. The most recent Islington Air Quality Annual Status Report (2022) shows that overall, there has been no significant impact on air pollution in and around areas where previous traffic schemes have been implemented. These areas have seen general reductions in air pollution over the longer term, in line with the borough average. If required and informed by monitoring data, the council will work with TfL to identify schemes to improve local air quality in adversely impacted areas.</p> <p>The council is also undertaking a separate air pollution monitoring project covering Mildmay and Highbury wards, which seeks to further combat air pollution by increasing understanding, raising public awareness, and help the community take action to improve air quality. This includes expanding air pollution monitoring in the area, creating a new public facing platform displaying real-time air quality data, and delivering a series of resident workshops involving local people in air pollution monitoring and data collection.</p>
<p>The traffic filters will cause journey times by motor vehicles to be longer and more inconvenient, including for older and disabled people</p>	<p>It is acknowledged that the operation of traffic filters in the Mildmay LN area may lead to longer journey times for some drivers. The measures are in part designed to encourage those who don't need to drive to choose a different way to travel, especially for short trips. Every journey switched from driving to active travel removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.</p> <p>Most residents in the area do not have access to, nor regularly drive, a motor vehicle. The 2021 census shows that 66% of households within the Newington Green middle super output area (MSOA), which incorporates the entire project area, do not have access to a motor vehicle. Similarly, within this same MSOA, 31% of people who did not work from home either walked (16%) or cycled (15%) to work, in comparison to 8.1% who regularly drove a motor vehicle (including motorcycles) to work.</p> <p>All addresses within the project area that have motor vehicle access prior to the scheme being implemented will still have motor vehicle access after the scheme is implemented, which allows people drive to and from their homes and</p>

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	<p>access all shops and services in their area by car if necessary. For some journeys, their route will need to change once traffic filters are implemented.</p> <p>The council acknowledges that some people rely on motor vehicles for their mobility, including some older and disabled people, and that the scheme may cause inconvenience and other negative impacts depending on people's routes and destinations. The Equalities Impact Assessment (EqIA), included in Appendix 5, assesses the balance of this scheme's expected positive and negative impacts on people with protected characteristics.</p> <p>The council has taken action to reduce negative impacts that may result from its traffic filtering schemes. Under the council's Blue Badge filter exemption policy, Blue Badge holders who live within the Mildmay project area will be permitted to drive through the camera-operated traffic filters in the scheme area in their nominated vehicle, which can either be their own vehicle or belong to someone else (such as a carer or family member).</p> <p>The council's Individual exemption policy allows eligible permit holders to drive through designated camera enforced traffic filters in Islington low traffic and liveable neighbourhoods (but not school streets). Under the policy, the council will consider applications for exemptions for individuals for whom longer journeys by vehicle would result in severe adverse physical or psychological health impacts.</p> <p>The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with significantly impaired mobility or sight. This could offset some of the increase in costs that may result from longer routes required to reach addresses or destinations under the traffic filtering scheme.</p>
<p>The traffic filters will cause an increase in bus journey times</p>	<p>Bus journey times are monitored by Transport for London (TfL).</p> <p>The scheme is not expected to have negative impact on bus journey times or speeds. However, the traffic filters will be implemented as a trial under an Experimental Traffic order (ETO), enabling the council, together with TfL, to monitor the impact of the scheme on bus journey times, to help inform the decision on whether to make the scheme permanent, amend or remove it by the end of the trial period.</p> <p>In relation to filtering schemes, bus routes typically use scheme boundary roads. Monitoring of existing Islington traffic filtering schemes has found that changes in traffic volumes on boundary roads are on average insignificant (as</p>

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	<p>noted in the January 2023 Executive report on People-friendly streets). Independent London-wide research by the University of Westminster has also found that such schemes “are only marginally associated with change in traffic volume on boundary roads”.</p> <p>If necessary, and if informed by the monitoring data, the council will work with TfL to identify bus priority measures to mitigate against any negative impact the scheme may have on bus journey times.</p> <p>Buses will be permitted to drive in both directions through the proposed traffic filter on Boleyn Road, which forms part of the 236 bus route.</p>
<p>Business and deliveries / servicing will be disadvantaged by the traffic filters and school streets</p>	<p>An objective of liveable neighbourhood schemes is to deliver improvements that support local economic activity and growth, particularly supporting small businesses. Maintaining shops and services within Islington contributes to the sustainability of local communities and the local economy, making them available to all within a short travel distance, and reducing the number and lengths of trips undertaken by motor vehicle. TfL has published evidence showing how increased walking and cycling, and reduced motor traffic, benefits local business. Access to all business addresses by motor vehicle will be maintained under the traffic filtering scheme, but people driving to some of these addresses may need to take a different route than before the scheme is implemented.</p> <p>As part of the council’s engagement and consultation programme for this scheme, officers repeatedly visited businesses in the area, to encourage owners and staff to make their views known and engage in the co-design and consultation process survey on behalf of their business.</p> <p>The overall project will also provide four new designated loading bays in the area to support local businesses. Measures to improve public spaces with wider pavements, new greenery and public seating may help attract customer footfall to local businesses.</p>
<p>The traffic filters will compound the existing negative impact of nearby low</p>	<p>Implementing traffic filters in the Mildmay project area will complement existing traffic filtering measures in neighbouring areas of Islington and Hackney, including in Stoke Newington, Canonbury and De Beauvoir Town. This will help achieve the objective to reduce the overall number of trips made by motor vehicle, by encouraging those who do not need to drive to choose a different way to travel for more of their journeys, and will help to incentivise people to choose to walk, wheel, cycle and take public transport where possible. The Mildmay project</p>

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<p>traffic neighbourhood schemes in neighbouring areas</p>	<p>area experiences a disproportionate amount of through motor traffic compared to these neighbouring areas, creating road danger which deters people from walking, wheeling and cycling their local journeys, including walking and wheeling to reach public transport. Therefore, any cumulative negative impact the project could create in conjunction with neighbouring schemes must be balanced against any cumulative positive impact which will enable more people to walk and cycle more, and will work to reduce the negative impacts of excessive through traffic in the wider area.</p> <p>The council has worked closely with Hackney Council in planning the Mildmay Liveable Neighbourhood. This close liaison will continue in monitoring the impacts of the scheme, and mitigating any negative impacts monitored on boundary roads on the borough boundary including Boleyn Road, Matthias Road, Balls Pond Road and Newington Green.</p>
<p>The traffic filters will make it difficult for residents of Hackney streets to the north-east of the project area to access their homes by vehicle</p>	<p>Currently motor traffic can cut through the Mildmay project area using local streets. Introducing traffic filters will mean that some drivers will need to take alternative routes around the area, including for some east-west journeys between the A10 and Newington Green/Green Lanes.</p> <p>For westbound journeys, drivers will be able to use Balls Pond Road, or Crossway – Boleyn Road – Matthias Road.</p> <p>For eastbound journeys, drivers will be able to use Balls Pond Road. To travel north on the A10 to reach Hackney streets to the north-east of the project area (for example those between Beatty Road and Barret’s Grove), drivers may need to use alternative routes such as Englefield Road to turn left onto the A10 northbound. This is due to existing banned turns at Dalston Junction (junction of Balls Pond Road and the A10). The council engaged closely with TfL and Hackney to explore whether any of these banned turns could be lifted, but unfortunately this was not feasible.</p> <p>It is acknowledged that for some people vehicle journeys are likely to become longer which may cause inconvenience and other negative impacts. The council has taken steps to mitigate these impacts of the scheme on those who need to drive, by providing exemptions through its Blue Badge exemption policy for Islington residents, and the Individual exemption policy to which anyone can apply. Potential negative impacts, such as potential increases for some motor vehicle journey times, must be balanced against the positive impacts that the scheme is expected to have in preventing through-traffic using local streets, complementing the existing traffic filtering schemes nearby, and encouraging active and sustainable travel.</p>

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	The council has liaised closely with Hackney Council in planning the Mildmay Liveable Neighbourhood, and the two councils will continue to work together closely in monitoring the impacts of the scheme.
The School Streets schemes should prohibit people cycling, to improve children's safety	The two School Street schemes within the project will operate consistently with all School Street schemes within the borough, which allow use by people walking and cycling, and exempt vehicles during operating hours. There is no evidence that collisions between people walking and people cycling increase when School Streets are implemented. Monitoring has shown the schemes are effective at increasing walking, wheeling and cycling to school by parents and children. Over 500 school street schemes have been implemented across London.
King Henry's Walk public space improvements scheme	
The proposed new public space on Queen Margaret's Grove should be bigger, to maximise the opportunity	Following the consultation, the size and scope of the proposed public space on Queen Margaret's Grove has been increased. In the amended design, the overall area of the new public space has been extended as much as possible whilst still retaining vehicle access to off-street premises on Queen Margaret's Grove. The space will contain new paving, new public seating, and new greening.
The proposed conversion of the existing zebra crossings on King Henry's Walk to informal crossings will have a negative	The proposed conversion of the existing zebra crossings on King Henry's Walk to informal crossings is part of a design approach to reduce the dominance of the roadway within the street. A restricted parking zone (RPZ) will be implemented on King Henry's Walk, enabling use of line marking and road signs to be minimised to reduce the vehicle traffic oriented character and feel of the street. This approach complements the significant reduction in traffic volumes expected as a result of traffic filtering, and aims to create an environment more focused on people walking, wheeling, sitting and socialising at this community hub location.

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impact on accessibility	The road crossing distance will be significantly shortened compared to the existing road width due to pavement build-outs (extensions), and the existing crossings will be raised to footway level (with tactile paving for visually impaired people), making it easier and safer to cross the road. The informal crossings will have tactile paving in line with design guidance. Further, the scheme creates two additional informal crossing points on King Henry's Walk to further enhance the pedestrian experience and crossing opportunities, which will also have tactile paving.
The installation of new street furniture on King Henry's Walk will have a negative impact on accessibility	New street furniture which is proposed to be installed on King Henry's Walk will be sighted sensitively to minimise the impact on pedestrians, including people with sight loss and wheelchair users. The majority of new infrastructure will be installed on new pavement buildouts in the location of existing parking spaces on King Henry's Walk, while leaving a clear, straight walking route along the alignment of the existing pavements. In cases where new infrastructure must be installed on the existing pavements, care will be taken to ensure there is a sufficient clear unobstructed width available for people walking and wheeling. The proposed scheme also removes some existing street furniture obstructing pavements, such as existing parking restriction road signs.
Boleyn Road walking and cycling improvements scheme	
Ensure the cycle track on Boleyn Road is as wide as possible, to maximise cycling comfort and capacity	The proposed scheme has been adjusted to increase the width of the northbound cycleway where possible. At all locations the cycleway will be a minimum of 1.5 metres wide, including at the bus stop bypass. For most of its length, the cycleway will be 1.5 to 1.8 metres wide.
The bus stop bypass is dangerous to pedestrians / bus users	<p>Bus stop bypasses have been installed in many locations across London, including several locations in Islington since 2016.</p> <p>The proposed bus stop bypass on Boleyn Road has a series of design features, which are detailed in section 8 of Appendix 1, to mitigate potential negative impacts on pedestrians and bus users. These are in line with TfL's</p>

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	<p>Accessible Bus Stop Design Guidance, and have taken note of engagement with organisations representing disabled people and monitoring in relation to the design of the first bus stop bypass installed on Islington-controlled highway, which was on York Way in 2021.</p> <p>Living Streets recently published extensive research about the impact of bus stop bypasses on pedestrians and bus users. Their research concluded that bus stop bypasses are necessary to keep people safe while cycling, including disabled people who cycle, and recommended a series of design features to mitigate the risk of danger to pedestrians.</p> <p>The bus stop bypass facility will create a safer environment for cycling on Boleyn Road for people of all ages and for those with less confidence. It will avoid people cycling needing to merge into traffic to pass the bus stop and overtake buses using the bus stop. Without a bypass, conflict between moving traffic and people cycling could lead to serious injuries and would deter some people from choosing to cycle.</p> <p>The potential positive and negative impacts of scheme designs, including the proposed bus stop bypass, are assessed in the Equalities Impact Assessment (EqIA) which is summarised in the main report and can be found in full in Appendix 5.</p>
Concerns about the consultation process	
<p>In the communication materials, it was not obvious to the public that the proposals included changes to Ferntower Road</p>	<p>The council developed the project proposals for the Ferntower Road public space through a phased process of engagement and consultation. In the co-design phase in early 2023, the council’s engagement materials included a map of existing and potential cycle routes that could be created or improved in the area, including a route across Newington Green between Mildmay Road and Ferntower Road. In the consultation phase in Autumn 2023, building on that earlier engagement, the proposals included a proposed design for Ferntower Road the public space to be amended to accommodate a cycle path through the space.</p> <p>The council received a large number of consultation responses focused on the Ferntower Road proposals including from residents of Ferntower Road, suggesting that people were aware of the proposals and had a chance to</p>

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	comment. As set out above, the final design for the scheme has been amended to take into account concerns raised in the consultation.
Hackney residents in some streets north-east of the scheme did not appear to receive leaflets about the consultation	<p>To promote the co-design engagement phase in early 2023 and public consultation in autumn 2023, the council delivered leaflets to addresses in Islington and some areas in Hackney bordering the project area, including streets to the north-east of the scheme. This was in addition to a press release in coordination with Hackney council press office, social media posts and large on-street posters and sign boards promoting the engagement and consultation phases locally.</p> <p>The council received a large number of consultation responses from Hackney residents, suggesting that people were aware of the proposals and had a chance to comment.</p>
Disabled residents were excluded from the co-design and consultation process	<p>The council promoted both its co-design engagement and public consultation phases widely, and made sure that its materials and surveys were available in a range of formats to increase accessibility, including both digital and paper-copy versions and a range of events.</p> <p>Paper-copy leaflets were sent to all addresses in the local area at the start of both phases. The leaflets included the website address to access materials online, as well as details of how people could collect and submit paper-copy materials at venues locally. Large signboards were installed at the base of lamp-posts around the area with the same information to increase visibility of the engagement and consultation. In both phases, the council held both an online public meeting and an in-person event at Newington Green Primary School, which is a fully accessible venue. An exhibition of the proposals was in place at Mildmay Library during the consultation period.</p> <p>During the co-design stage of the project in March 2023, council officers engaged directly with local disabled people at a specific targeted event held in the Mildmay Community Centre. This was promoted through networks including local organisations Disability Action in Islington and World of Inclusion, representatives of which attended the event. In both the co-design and consultation phases, officers also met with residents of two residential sheltered housing facilities in the area, including disabled people with chronic conditions, to hear their views on the proposals.</p>

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	<p>In response to an audit of the accessibility of pavements and paths in the project area carried out by World of Inclusion in 2023, the project expanded its scope to fund repairs to several pavements in poor condition in the project area, to ensure the area is accessible to disabled people including wheelchair users.</p>
<p>General concerns</p>	
<p>The project proposals do not go far enough to benefit Mildmay Park</p>	<p>The project includes a number of improvements which the council expects will benefit Mildmay Park. Traffic volumes using Mildmay Grove North and Mildmay Grove South, both of which cross Mildmay Park, are expected to significantly reduce. The council expects this will reduce the risk of danger to all road users using Mildmay Park itself, including at the zebra crossing by the junction with Mildmay Grove North.</p> <p>The project includes a series of repairs to create smoother, more accessible pavements along both sides of Mildmay Park to help people walking, those using buggies, and wheelchair users to travel safely on Mildmay Park. The project will also deliver a new loading bay on Mildmay Grove North, to enable the local shop on Mildmay Park to safely load and unload adjacent to their premises, further reducing risk on Mildmay Park itself. In addition, the Newington Green cycleway scheme at the north end of Mildmay Park is expected to reduce vehicle speeds to and from Newington Green and Mildmay Park as a result of upgraded raised pedestrian and cycle crossings, and tighter road geometry.</p> <p>Although there will not be traffic filters implemented on Mildmay Park itself under the scheme, monitoring of existing Islington traffic filtering schemes has found that changes in traffic volumes on boundary roads are insignificant on average (as noted in the January 2023 Executive report on People-friendly streets). Independent London-wide research by the University of Westminster has also found that such “schemes are only marginally associated with change in traffic volume on boundary roads”. Some boundary roads have experienced substantial reductions, for example Southgate Road immediately to the south of Mildmay Park which experienced a 19% decrease in motor traffic after the adjacent Canonbury East LTN scheme was implemented in 2020. The Mildmay traffic filters will be implemented as a trial under an ETO, enabling the council to monitor the impact of the scheme on Mildmay Park and other streets in and around the project area, to inform the decision as to whether to make the scheme permanent, amend or remove it by the end of the trial period.</p>

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<p>The project will increase traffic speeds</p>	<p>Evidence compiled in 2022 from previous traffic filtering schemes in Islington shows a substantial decrease (on average -79%) in the number of speeding vehicles on traffic-filtered streets, and a negligible change (on average -3%) on boundary roads, as noted in the council's January 2023 Executive report on People-friendly streets.</p> <p>Additionally, the project will introduce a series of additional anti-speeding measures beyond traffic filters, which will help to reduce vehicle speeds. Seven zebra crossings on Newington Green will be raised up to slow down vehicles on these roads, making these crossings safer for pedestrians. Boleyn Road and King Henry's Walk will also be narrowed significantly, and new raised areas on King Henry's Walk and Mildmay Road / Wolsey Road, as well as wider pavements on Wolsey Road, will help further reduce speeding in the project area.</p>
<p>General suggestions</p>	
<p>There should be more new green space delivered within the project area</p>	<p>The council is looking to maximise the coverage of new greenery within each component scheme of the Mildmay Liveable Neighbourhood. The revised designs for King Henry's Walk, St Jude Street, and the Mildmay Road / Wolsey Road junction include additional new planting and trees, and the revised Ferntower Road scheme design includes additional trees.</p>
<p>There should be more new cycling infrastructure delivered within the project</p>	<p>The package of schemes comprising the overall project will deliver a step change in cycling facilities, safety and connectivity in the area. The Boleyn Road scheme ensures the Cycleway 1 route running north-south through the project area is upgraded to enable a wider range of people to access this strategic route, and the Newington Green cycleway scheme ensures people can safely cycle to and across the busy roads around Newington Green, connecting with the Highbury area and up to Green Lanes. Additionally, the traffic filters and school streets will ensure roads within the project area are made safer to cycle on for people of all abilities.</p> <p>Under the project, the council will also install new short-stay cycle parking on King Henry's Walk and Mildmay Road / Wolsey Road near Auriga Mews, where the entrance of Newington Green Primary School is planned to be relocated.</p>

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<p>There should be more pedestrianisation and provision of pedestrian safety within the project</p>	<p>Improving streets for walking and wheeling is a primary aim of the project, and the package of schemes is designed to deliver a step change in walking amenity within the Mildmay area. The scheme proposals include a new zebra crossing on Boleyn Road, providing a safe walking link between the Mildmay area and Kingsland High Street, as well as new traffic filters and school streets to reduce through traffic in the area, making it easier to cross roads and make more local journeys by walking and wheeling. The project also widens pavements at key locations in the area and provides improved crossings at Mildmay Road / Wolsey Road and King Henry's Walk. Accessibility will also be improved for wheeling and walking within the Mayville Estate including between Mildmay Road and Matthias Road adjacent to Skelton, Waller, Emerson and Bronte houses.</p> <p>Additionally, following feedback from the public consultation, the scope of pavement repairs and accessibility improvements within the project area has been expanded to cover more streets and paths. Pavement repairs have been progressed at locations including Mildmay Grove South, Mildmay Park, King Henry's Walk, Matthias Road, Newington Green, Woodville Road, Elton Place and King Henry Street, with more repairs planned for Boleyn Road, King Henry's Walk, and Newington Green.</p>
<p>The existing gyratory system around Newington Green should be removed to make the area less dominated by traffic</p>	<p>The council is aware of the potential benefits that removing the Newington Green gyratory system could help realise, including the potential to extend Newington Green itself, creating more public space and amenity for residents, improved cycling and walking facilities, and a safer and cleaner environment outside Newington Green Primary School.</p> <p>While removing Newington Green gyratory remains a future aspiration of the council, it is not something which can be included in the scope of this project. Given that the existing highway is an A-road (A105) and part of the major road network in Islington and TfL bus network, removing the gyratory would be expected to be a highly complex and costly project that could not be delivered within the time, resource and financial constraints of the Mildmay Liveable Neighbourhood project.</p>